

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 03/31/1998

DCA97MA009B

File No. 1930 11/19/1996 QUINCY, IL Aircraft Reg No. N1127D Time (Local): 17:01 CST

Make/Model: Beech / A90
Engine Make/Model: P&W / PT6A-20
Aircraft Damage: Destroyed
Number of Engines: 2
Operating Certificate(s): None
Type of Flight Operation: Business
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	2	0	0
Pass	0	0	0

Last Depart. Point: Same as Accident/Incident Location
Destination: Local Flight
Airport Proximity: On Airport
Airport Name: QUINCY MUNICIPAL
Runway Identification: 4
Runway Length/Width (Ft): 7097 / 150
Runway Surface: Asphalt
Runway Surface Condition: Dry

Condition of Light: Dusk
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: 14000 Ft. AGL, Broken
Visibility: 12.00 SM
Wind Dir/Speed: 070 / 009 Kts
Temperature (°C): 2
Precip/Obscuration: None / None

Pilot-in-Command Age: 63

Flight Time (Hours)

Certificate(s)/Rating(s)

Airline Transport; Flight Instructor; Commercial; Flight Engineer; Multi-engine Land; Single-engine Land; Single-engine Sea;
Instrument Ratings
Airplane

Total All Aircraft: 25648
Last 90 Days: Unk/Nr
Total Make/Model: 22
Total Instrument Time: UnK/Nr

The Beech 1900C, N87GL, was in its landing roll on runway 13, and the Beech A90, N1127D, was in its takeoff roll on runway 4. The collision occurred at the intersection of the two runways. The flight crew of the Beech 1900C had made appropriate efforts to coordinate the approach & landing through radio communications & visual monitoring; however they mistook a Cherokee pilot's transmission (that he was holding for departure on runway 4) as a response from the Beech A90 to their request for the Beech A90's intentions, and therefore mistakenly believed that the Beech A90 was not planning to take off until after the Beech 1900C had cleared the runway. The failure of the Beech A90 pilot to announce over the common traffic advisory frequency his intention to take off created a potential for collision between the two airplanes.

Brief of Accident (Continued)

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File No. 1930

11/19/1996

QUINCY, IL

Aircraft Reg No. N1127D

Time (Local): 17:01 CST

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) MONITORING - INADEQUATE - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (F) COMMUNICATIONS - NOT UNDERSTOOD - PILOT OF OTHER AIRCRAFT
4. (F) AIRPORT FIRE/RESCUE SERVICE - INADEQUATE

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

the failure of the pilots in the King Air A90 to effectively monitor the common traffic advisory frequency or to properly scan for traffic, resulting in their commencing a takeoff roll when the Beech 1900C (United Express flight 5925) was landing on an intersecting runway. Contributing to the cause of the accident was the Cherokee pilot's interrupted radio transmission, which led to the Beech 1900C pilot's misunderstanding of the transmission as an indication from the King Air that it would not take off until after flight 5925 had cleared the runway. Contributing to the severity of the accident and the loss of life were the lack of adequate aircraft rescue and firefighting services and the failure of the air stair door on the Beech 1900C to be opened. (NTSB Report AAR-97/04)